proponent agency contractor personnel with reasonable access to equipment and data relevant to the SDC project.

2–29. Combat developers (CBTDEVs)

Combat developers as identified in AR 700–127 will—

a. Include management and performance of the materiel maintenance function in the development of concept, doctrine, materiel requirements, organizations, and management information systems.

b. Determine the maintenance impact of new materiel or concepts.

c. Assist in planning for logistics demonstrations and maintenance tests and conduct analysis of results.

d. Resolve critical issues related to reliability, availability, maintainability, and supportability.

e. Determine requirements for, and develop, the documentation for training devices.

f. Develop techniques and determine skill requirements for BDAR.

g. Coordinate with materiel developers in including materiel maintenance considerations in requirements documents.

2–30. Materiel developers (MATDEVs)

Materiel developers as identified in AR 700–127 will—

a. Coordinate with combat developers the materiel maintenance considerations to be included in requirements documents.

b. Ensure that the materiel fielding plan meets the requirements of the Army maintenance system.

c. Ensure that reliability, availability, and maintainability is included in design parameters and demonstrated during operational testing.

d. Ensure that reliability centered maintenance (RCM) is a basic precept in developing the maintenance concept.

e. Ensure that trained personnel, TMDE, facilities, support equipment, repair parts, and publications are available when the system is delivered to the user.

f. Participate in planning and conducting logistics demonstrations and operational maintenance testing.

g. Establish and monitor modification work order (MWO) programs.

h. Develop BDAR techniques, procedures, and related tool and materiel requirements. The developers will also ensure BDAR concepts are incorporated into new materiel development.

i. Develop factors for determining ORF requirements. These factors will be submitted to HQDA (DALO–SMM) for approval.

j. Include requirements for compliance with Federal environmental quality standards for mobile equipment, beginning with the concept formulation process (AR 200–1).

k. Emphasize prognostics and diagnostics in the design, development, and improvement of equipment.

l. Ensure that data collected from all levels of maintenance is analyzed and used for prognostic purposes.

m. Ensure that equipment is designed with the need for a minimum number of common and special tools.

n. Support the SDC program as required in para 4–38.

Chapter 3
Maintenance Policies and Structure

Section I
General Policies

3–1. General maintenance policies

a. The Army has one maintenance standard. The maintenance standard is based on TM 10 and 20–series, PMCS. This standard applies to all equipment except equipment utilized as training aids and frequently disassembled and assembled for instructional purposes. This equipment will be maintained as training aids per paragraph 5–44. The maintenance standard is the condition of the equipment when—

(1) The equipment is fully mission capable.

(2) All faults are identified following prescribed intervals using the "items to be checked" column of the applicable TM 10 and 20–series PMCS table. Aviation faults are determined by using the aircraft preventive maintenance inspection system (PMIS) per TM 1–1500–328–23 and—

(a) Corrective actions that are authorized to be accomplished at unit level and for which the required parts are available are completed.

(b) Parts required to complete the corrective actions but which are not available are on valid funded requests.

(c) Corrective actions that are authorized to be accomplished at a maintenance level above the unit are on a valid DS maintenance request.

(3) Equipment services are performed within the scheduled service interval.

(4) All urgent and limited urgent MWOs are applied. Additionally, one–time safety–of–use messages and emergency safety–of–flight messages are applied to aircraft.

(5) All authorized BII and COEI are present and serviceable or on a valid funded request.

b. Proper use, care, handling, and conservation of materiel per applicable TMs or commercial manuals is mandatory.

c. A commissioned officer, warrant officer, or civilian equivalent qualified in maintenance will be appointed in writing at each level of command to provide staff supervision of materiel maintenance within the command. In MTOE units where there is only one commissioned or warrant officer, a qualified non–commissioned officer may be appointed.

d. Maintenance standing operating procedures (SOPs) will be established and maintained by all Army organizations and activities performing maintenance.

e. Maintenance support programs will be structured to meet materiel system readiness objectives as defined by AR 700–138.

f. Materiel maintenance management will be directed toward a weapon system and/or materiel end item.

g. The top design priorities in the development of new weapon and equipment end items are modular design and discard at failure instead of repair. These design features will minimize repair time and the need for additional special tools by allowing for simple fault diagnosis and component replacement.

h. Repair on site, whenever possible, using the lowest level maintenance activity that has the capability and authority to perform the work. Repair forward will minimize repair times by minimizing evacuation of materiel.

i. Maintenance will be performed by military personnel in areas forward of the corps rear boundary. Contractors/contracted maintenance will not normally be allowed for unit or DS levels of maintenance. It is Army policy that equipment issued to troops in TOE units will be maintained by soldiers at unit and DS levels. Exceptions to this policy will be approved by HQDA. Contractor maintenance personnel will not be permanently stationed forward of the corps rear boundary. Contractor maintenance personnel may travel forward of the corps rear boundary on a case–by–case basis as individual equipment failures occur to provide temporary on–site maintenance. Behind the corps rear boundary, in addition to military personnel, the use of civilian maintenance personnel (contract, TDA, local nationals, and so forth) may be acceptable as a prudent risk.

j. Limits on available time to repair at each level of maintenance drives the evacuation policy. Repair time guidelines contained in doctrinal publications must be used with caution. Repair/evacuation times, in turn, drive the placement of each task in the MAC and eventually the requirements for personnel, equipment, and overall force structure.

k. MACOMs have authority to authorize fabrication of repair parts and components that cannot be provided by the requester's required delivery date (RDD). The approving MACOM will provide